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INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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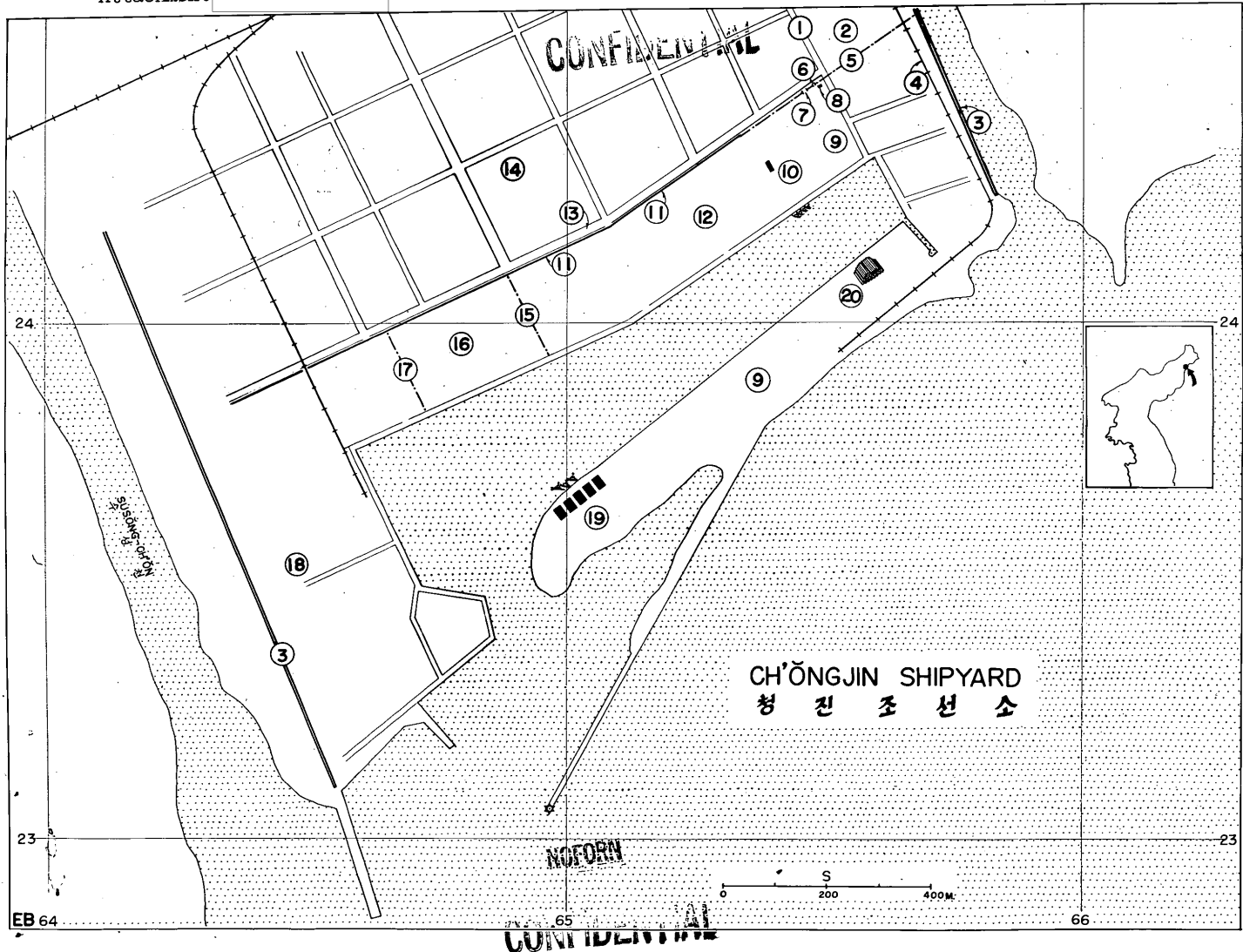
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Attachment

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General Information

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1. The Chŏngjin Shipyard occupies an area 800 meters long and 500 meters wide, along the harbor-front of Ohang-dong Chŏngjin [Hamgyŏng-bukto]. The site where boats are constructed, covers an area of 1,000 meters long and 200 meters wide, at EB 654244. Approximately ten (10) new boats were observed at anchor off the shipyard area.³
 2. Freight cars, loaded with lumber, were observed running between the Ohang Railroad Station (EB 650248) and the shipyard. In addition, engines and machine parts were also observed aboard freight cars travelling the same line.
 3. The workers⁵ at the shipyard each received 900 grams of rice per day, four (4) kilograms of beans per month, and firewood. In addition, they are furnished work clothes.⁴ The laborers at this shipyard work from 0700 hours to 1600 hours. The shipyard is not in operation at night.

Explanation of Drawing

1. Road leading to the main area of the city of Chŏngjin.
2. Iron works, which appeared to be under reconstruction.
3. Cement bank, located on either side of the overall area of the shipyard. This wall was originally built during the Japanese occupation and is one (1) to two (2) meters high and approximately four (4) meters wide.
4. Rail line extending from the iron works (Item 2) to the shipyard. This line was constructed following the Armistice and has an approximate overall length of 800 meters.
5. Wooden fence approximately two (2) meters high.
6. Wooden door, used by workers at the shipyard, 130 centimeters high and 60 centimeters wide.
7. Main gate to the shipyard, six (6) meters northwest of the guard box (Item 8). The gate is four (4) meters wide and two (2) meters high, and has two leaves. This gate is used by cars and carts entering the shipyard, and is topped with a barbed-wire entanglement.
8. Guard box constructed of wood, where a guard checks the documents of employees and passerbys. The box is four (4) meters long, two (2) meters wide, and 2.5 meters high.
9. Shipyard area, approximately 850 meters long and 230 meters wide. This area extends to the lumber pile (Item 22).
10. Shipyard office, approximately 20 meters long, ten (10) meters wide and five (5) meters high, with a Japanese tile roof and cement-coated walls.

11. Brick wall erected during Japanese occupation. This wall surrounds the overall area of the fishing station (Item 18), a naval unit compound (Item 16), and the Chŏngjin Shipyard. The wall is two (2) meters high and ten (10) centimeters thick.
12. Temporary buildings used by the shipyard.
13. Road extending from Ŭhang-dong to the area of the shipyard. The pavement, which is five (5) meters wide, evidenced war damages.
14. Ŭhang-dong.
15. Wooden fence bordering the areas of the shipyard and the naval unit. The fence is approximately two (2) meters high.
16. Area occupied by an unknown naval unit.
17. Wooden fence approximately two (2) meters high.
18. Chŏngjin Fishing Station
19. Buildings coming under the perview of the shipyard. There appeared to be five (5) buildings, approximately seven (7) meters high. There were three (3) new boats at anchor in front of the buildings.
20. Lumber pile, approximately 50 meters long and ten (10) meters high. The lumber was transported to the area by rail.
1. Comment: The Chŏngjin Shipyard is situated along the inner harbor area between the Susŏng-chŏn on the southwest, and a drainage canal on the northeast. This harbor has been referred to by several names in the past, including, the Ŭhang Fishing Harbor, the industrial harbor, and the West fishing harbor. Prior to the Korean War, the area was a general fishing industrial locale, and covered such installations as a fat oil company, a marine products company, a food supply company, as well as an area containing steel and blast furnaces of a nearby steel mill. One report states that there was a shipyard for wooden boats located at the end of the jut of land sheltering the inner harbor. According to one Source, the shipyard had produced only two (2) fishing boats before March 1955, but had completed the sixth since that time. Also, the Soviet Union had sent boat building materials to the shipyard and there were Chinese, Soviet, and Czechoslovakian technicians at the yard. The head of the Chinese group was LU Chŏn-cheng (NTA). A July 1955 issue of the Nodong Sinmun (Labor Press) states that the Chŏngjin Shipyard was one of the 230 major heavy industrial facilities completely or partially rehabilitated or expanded. A further Source reports that the Chŏngjin Shipyard was being enlarged in August 1955. All of the materials for the work were coming from the Soviet Union and five (5) Soviet engineers were supervising the work.

At the completion of the project the yard would be equipped to build 500-(sic) ton ships.



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3. Comment: [redacted] the type of boats made at the shipyard, but according to hearsay, wooden motor boats were those constructed. The (10) boats observed, appeared to be 30 tons each and similar in size and shape to trawlers. From this, [redacted] the principle type of boats constructed would be fishing craft. According to available information, this harbor has a maximum dredged depth of 11 feet allowing the passage of only fishing craft and other ships of comparable size.

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4. [redacted] Comment: The work clothes were considered to be a special privilege afforded the shipyard employees.

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5. [redacted] Comment: The exact number of employees working at the Chŏngjin Shipyard is unknown, but it was heard that there were approximately 3,000 laborers consisting of those who had taken refuge in China during the war and who had subsequently returned to Korea; those who had been to the Soviet Union as "Soviet laborers"; and those who were recruited as shipyard laborers in North Korea sometime in November 1953.

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